

# The China Mail.

Established February, 1845.

VOL. XLII. No. 7190.

號十三月八年六十八百八千英

HONGKONG, MONDAY, AUGUST 30, 1886.

日二初月八年戊丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALIAS, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. HENRY & CO., 37, Walbrook, E.C. SAMUEL BRACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—AMEDEE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally:—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOUGH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & CO., THE APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.—SAVILE & CO., Singapore. C. HEINZER, 30, Joo, Manila.

CHINA:—F. A. DE CRUZ, Steamer, Quinsay & Co., Foochow, Ningpo, & Co., Shanghai, Lane, Crawford & Co., and Kelly & Walsh, Yokohama, Lane, Crawford & Co., and Kelly & Co.

## Banks.

### NOTICE.

**RULES OF THE HONGKONG SAVINGS' BANK.**

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong, Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, JOHN WALTER, Acting Chief Manager.

Hongkong, June 7, 1886. 764

**THE NEW ORIENTAL BANK CORPORATION, LIMITED.**

AUTHORIZED CAPITAL.....\$2,000,000

PAID-UP.....\$500,000

**REGISTERED OFFICE,**

40, Tregadzeedie Street, LONDON.

**BRANCHES:**

In India, China, Japan and the Colonies.

THE Company receives Money on Deposit, buys and sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—

Fixed for 12 months, 5 per cent. per annum.

" " 6 " 4 "

" " 3 " 3 "

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

APPROVED CLAIMS ON THE ORIENTAL BANK CORPORATION, in Liquidation, or the Balances of subd. Claims purchased on advantageous terms.

Agency of THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT, Manager.

Hongkong Branch.

Hongkong, May 31, 1886. 957

**HONGKONG & SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL.....\$7,500,000

RESERVE FUND.....\$4,500,000

RESERVE FOR EQUALIZATION.....\$200,000

RESERVE LIABILITY OF PRO. 57,500,000

COURT OF DIRECTORS.

Chairman, A. McLELLAN, Esq.

Deputy Chairman, M. GROTH, Esq.

J. BELL IRVING, Esq. B. H. HUNTINGTON, Esq.

G. D. BROWNE, Esq. B. H. H. HUNTINGTON, Esq.

W. H. F. DARBY, Esq. J. H. H. HUNTINGTON, Esq.

H. L. DALYTYMPLE, Hon. A. P. McEWEN, Esq.

H. F. D. SASSOON, Esq.

CHEESE MANAGER.

Hongkong, THOMAS JACKSON, Esq.

Acting Chief Manager, JOHN WALTER, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON, BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager.

Hongkong, August 26, 1886. 967

## Intimations.

**HONGKONG & SHANGHAI BANKING CORPORATION.**

THE DIVIDEND declared for the Half-Year ending 30th June last, at the Rate of £(22) TWO POUNDS STERLING per Share of \$125, is PAYABLE on and after MONDAY, the 30th instant, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,

JOHN WALTER, Acting Chief Manager.

Hongkong, August 26, 1886. 1648

**THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the above-named Company will be held at the Registered Office of the Company, Pedder's Street, Victoria, in the Colony of Hongkong, on MONDAY, the 20th day of September, 1886, at Noon, when the abridged Resolution will be proposed.

Should the Resolution be passed by the majority it will be submitted for Confirmation as a Special Resolution to a Second Extraordinary General Meeting, which will be subsequently convened.

RESOLUTION.

That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figure \$100,000, where they appear twice therein, and substituting for such figures, the figure \$150,000.

JARDINE, MATHEWS & CO., General Managers.

Dated 27th August, 1886. 1644

**CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.**

**NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.**

VOGLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES.

ADMIRALY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE.

CHRISTIE & CO.'S ELECTRO-PLATEDWARE.

GOLD & SILVER JEWELLERY, in great variety.

**D I A M O N D S**

**D I A M O N D J E W E L L E R Y,** A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

**THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.**

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Road, and/or Store GENERAL CARGO, SILK, OPIUM, COTTON, GRAIN or MERCHANTS in First-Class Granite Godowns at Cheap Rates. Also COATS in specially constructed Sheds.

For the convenience of Commanders and Storers the Company's launch Hongkong will convey to and from the interested Firm or Charge, starting from the Pedder's Wharf every hour from 6 a.m. to 8 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to

W. KERFOOT HUGHES, Agent, Pedder's Street.

Hongkong, February 17, 1886. 381

**THE NEW ORIENTAL BANK CORPORATION, LIMITED.**

With Possession of the 1st September next.

THE DESIRABLE RESIDENCE GREENMOUNT, Situated on the Bonham Road.

Apply to GILMAN & CO.

Hongkong, January 28, 1886. 1532

**W. POWELL & CO.**

**N E W G O O D S T H I S W E E K.**

TRIMMED AND UNTRIMMED HATS.

FLOWERS AND FEATHERS.

LACES AND RIBBONS.

NUN'S VEILINGS—new colours.

JERSEY CREPE—new material.

STRIPED TENNIS COSTUME CLOTHES.

BLACK CASHMERE AND PARAMATTAS.

LACE CURTAINS.

NEW BRACKET FRINGES.

W. POWELL & CO.

HONGKONG EXCHANGE, July 22, 1886. 1412

**ROBERT LANG & CO., Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).**

CLEARANCE SALE

FOR ONE MONTH, DURING ALTERATION AND EXTENSION OF PREMISES.

TO Prepare for the arrival of FRESH SHIPMENTS, we offer as an inducement to our Customers, a Discount of

TEN PER CENT.

ON ALL

C A S H S A L E S,

From the present date to 15th September.

Hongkong, August 14, 1886. 1566

**Intimations.**

**HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.**

SHAREHOLDERS are hereby Notified that upon Presentation of their SHARE CERTIFICATES at the Office of the Company, NEW SCRIP for the SUBDIVIDED SHARES will be ISSUED in Exchange, in accordance with the Special Resolutions recently passed.

T. ARNOLD, Secretary.

Hongkong, August 25, 1886. 1633

**DENTISTRY.**

FIRST CLASS WORKMANSHIP.

Moderate Fees.

MR. WONG TAI-FONG, Surgeon Dentist.

(Formerly ANGLO-CHINESE and LATENT ASSISTANT to Dr. BOOGIE.)

A. T. the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. BOOGIE.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to misfortunate and families.

Sole Address

2, DUDDELL STREET.

(Next to the New Oriental Bank.)

## For Sale.

**MacEWEN, FRICKEL & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.  
—10—

HAVE FOR SALE  
THE FOLLOWING  
**STORES.**

—0—

EX AMERICAN MAIL STEAMER.

Smoked HAMS.

Golden SYRUP in Gallon Tins.

Assorted SYRUPS.

CUTTING'S Table FRUITS.

ASPARAGUS.

Queen OLIVES.

Sausage MEAT.

CAVIAR.

Potted MEATS.

MACKEREL in 5lb Tins.

Eagle Brand MILK.

Lamb's TONGUES.

Green CORN.

Baked BEANS.

BROWN.

A LARGE ASSORTMENT  
ofCOOKING AND PARLOUR  
**STOVES.**AGATE IRON WARE COOKING  
UTENSILS.

WOFFLE IRONS.

CHARCOAL IRONS.

KEROSENE LAMPS.

NONPARAIL KEROSENE OIL.

—0—

WINES, &amp;c.

SPARKLING SAUMUR, Pts. & Qts. @  
\$11 and \$12.CUP CHAMPAGNE, Pts. & Qts. @ \$12  
and \$14.

SAUCONY'S SHERRY.

SAUCONY'S VALID PORT.

ROYAL GLENDEFELD WHISKY.

JAMESON'S WHISKY.

OLD BOURBON WHISKY.

HERBERT'S OHERRY CORDIAL.

ASSORTED LEQUEURS.

DRAUGHT ALE and PORTER.

&amp;c., &amp;c., &amp;c.

—0—

THE USUAL ASSORTMENT

of

**OILMAN'S STORES,**

at the

Lowest Possible Prices

FOR CASH.

—0—

MacEWEN, FRICKEL &amp; Co.

Hongkong, July 1, 1886. 1688

## To-day's Advertisements.

## NOTICE.

On and after this date, until further notice, the undersigned will TAKE CHARGE of the Business of the HONG-KONG AND CHINA GAS COMPANY, LIMITED, by Order of the Directors.

W. S. BAMSEY,

Acting Manager.

Hongkong, August 30, 1886. 1684

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND 7% and BONUS of 1 2/2%, being \$11.25 per share, for the Six Months ended 30th June, 1886, declared at To-day's Ordinary Half-Yearly Meeting, will be payable at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 31st Instant, and SHAREHOLDERS are requested to apply for WARRANTS at the Company's Office, No. 14, Praya Central, Hongkong.

By Order of the Board of Directors,

DAVID GILLIES,

Secretary.

Hongkong, August 30, 1886. 1687

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT or BUSINESS Contributed during the Half-Year ended 30th June, 1886, or, on what date the Accounts will be closed.

By Order of the Board of Directors,

DAVID GILLIES,

Secretary.

Hongkong, August 30, 1886. 1688

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

THE General DIVIDEND declared for the year ended April 30th last, at the Rate of \$5 per SHARE of \$25, is payable on and after WEDNESDAY, September 1st. SHAREHOLDERS are requested to apply at the Company's Office for WARRANTS.

W. H. RAY,

Secretary.

Hongkong, August 30, 1886. 1689

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenaray*, having arrived from the above Ports, Conveys no cargo, by her are hereby informed that the Goods, with the exception of Opium, will be landed at their risk into the Godowns of the Underwriters, whence and/or from the Wharves or Boats delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day.

Cargo remaining undelivered after the 6th September will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHEWS &amp; Co.

Hongkong, August 30, 1886. 1690

## To-day's Advertisements.

## FOR YOKOHAMA AND KOBE.

The British Steamship  
"Astor Head",  
Captain MACEY, will be  
despatched for the above  
Ports TO-MORROW, the 31st Instant, at  
daylight.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, August 30, 1886. 1657

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship  
"Dardanus",  
Captain PUDBY, will be  
despatched as above on  
WEDNESDAY, the 1st September.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, August 30, 1886. 1656

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.  
(Taking Cargo and Passengers at through rates  
for CHEFOO, TIENSIN, NEW-  
CHWANG, HANKOW and Ports on  
the YANGTZE.)

The Co.'s Steamship  
"Canton",  
Capt. BRENNER, will be  
despatched as above on  
THURSDAY, the 2nd September, at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHEWS & Co.,  
General Managers.

Hongkong, August 30, 1886. 1658

## CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
VIA FOOCHOW.  
The Co.'s Steamship  
"Foochow",  
Capt. HARRIS, will be  
despatched as above at  
daylight on THURSDAY, the 2nd Sept.,  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, August 30, 1886. 1661

## SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.  
The Steamship  
"Cardiganshire",  
Capt. W. R. COURTEY, Com-  
mander, will be despatched  
for the above Ports on THURSDAY,  
the 3rd Proximo.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, August 30, 1886. 1659

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOK AND TAMSWU.  
The Co.'s Steamship  
"Koh-i-noor",  
Capt. WILLIE, will be  
despatched for the above  
Ports on THURSDAY, the 2nd Sept., at  
daylight.

For Freight or Passage, apply to  
DOUGLASS LAPRAIK & Co.,  
General Managers.

Hongkong, August 30, 1886. 1663

## CLEARED.

Ayer Head, for Yokohama,  
Greyhound, for Holloway,  
Hartie, for Poole,  
Levona, for Havre and London.

PASSENGERS.  
Arrived.

Per *Kokin*, from Coast Ports, 1 Euro.  
Per *Amok*, from Haiphong, 1 European,  
and 74 Chinese.

Per *Tenai*, from Yokohama, Meissner E.  
Per *Yankee*, from Shanghai, 1 European,  
and 4 Chinese.

Per *Annie*, from Tonkin, 1 Chinese.

Per *Encore*, from Foochow, Mr. R. N.  
O'Connor and servant.

Per *Glenary*, from London, Mr. D.  
Dawson, and 30 Chinese, from Singapore.

Per *Freer*, from Haiphong, 33 Chinese.

Per *Decima*, from Bangkok, 11 Chinese.

Per *Clara*, from Hoitien, 20 Chinese.

DEPARTURES.

August 29.—  
Glenaray, for Singapore and London.  
Decauville, for Singapore and London.  
H. & J. Co., for Coast Ports.

Drachenfels, for the 27th.

August 30.—  
Gratitude, for Kuching.  
Yangtze, for Whampoa.

Andras, for Yokohama.

Tantallon, for Nagasaki.

Esmeralda, for Manila.

Pechili, for Swatow, 12 Chinese.

Washington, for Whampoa.

CHINESE AND FLOWER SEEDS.

is expected shortly,

AND

CATALOGUES will be supplied Free of  
Charge on and after the  
30th Instant.

A. S. WATSON & Co., Limited.

Hongkong, August 23, 1886. 1619

## GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of  
CROWN LAND & PUBLIC AUCTION, to  
be held on the Spot on MONDAY, the  
13th day of September, 1886, at 5 p.m., are  
published for general information.

By Command,

FREDERICK STEWART,  
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,  
Hongkong, 23rd August, 1886. 1662

## Particulars of the Letting by Public Auction

Sale, to be held on MONDAY, the 13th day of September, 1886, at 5 p.m., by Order of His Excellency the Officer Administering the Government of Two Lots of Crown Land, in the Colony of

Hongkong, for a term of 75 years.

SHIPPING REPORTS.

The British steamer *Washington* reports:

Had fine weather with light wind during first part, rain during middle, latter part bright wind, heavy at times.

The British steamer *Tetley* reports:

Left Amoy on the 20th inst., with favorable winds, reached the 27th with

wind variable, wind force 4, washed to

Swatow on the 28th, and hence to

Hainan, 17° N., long. 113° E., when experienced Typhoon, and hove

to port for 10 hours, thence to port fine weather.

No indication seems to have been given

hereof of this typhoon, although the *Glenarry* met with it on Saturday last.

TELEGRAMS.

THE BULGARIAN TROUBLES.

LONDON, 23rd August.

A regency has been established at Sophia.

Prince Alexander has met with a splendid

reception at Lemburg.

LOCAL AND GENERAL.

PAILED SUEZ CANAL.

At noon on that day the barometer was lifted until she struck. She struck about a mile off the land. What were your soundings?—I did not hear them.

The Chief Officer—I heard 20 fathoms called just before she struck. The Captain of the *Chintung* has given the position where the vessel struck in the log book.

Witness' evidence was that he was about two knots from shore when the chief officer interpolated the statement that the second and third engineers saw the Captain washed off the deck.

Witness then corrected his previous statement by saying—I heard some of the men say that they saw a sea wash the Captain and carpenter overboard.

John Harvel—I have a second engineer's certificate. I got it in North Shields in 1882. I joined the *Madras* in North Shields last October. I was second engineer of the *Madras* when she was wrecked. On the 15th, the pumps became choked from small coal. We did everything we could to clear the pumps and took off the pipes and tried to clear them. It was mentioned to the Captain that we wanted to get into smooth water to get the bilges cleaned. I was in the engine room when the ship struck. It was somewhere about 2.15 p.m. on the 15th. The engines were full speed astern and I knew the ship was on shore by hearing it strike, in my cabin. She struck at 2.15 p.m. on the 15th. I had to crawl out of my cabin as soon as she struck. I sat there until the steamer *Chintung* hove in sight and sent a boat off. The chief engineer said the *Chintung* came on board and said his watch had stopped by the time I saw Captain Plenge immediately afterwards and he had a sampan and pulled me into it. The ship was then slipping off the rock into deep water and going down head foremost. I was put on board the *Chintung*. Those taken on board the *Chintung* were fourteen Europeans (which included two mates, three engineers, nine seamen), and two Chinese seaman. I have no knowledge whatever as to what became of the Captain and carpenter. The carpenter's name is on the articles; he was a Swede. The Chinese all landed on the island. They are all here now. The Captain gave me all papers as I was leaving the ship. The Captain did not point out on the chart the place where the ship was. Of my own knowledge I don't know where it was. I believe the captain made the pencil marks on the chart; I did not see him do so. I did not save anything of my gear, none of the crew did. All the crew have wages due and, I think, I could make up their accounts if necessary.

You have applied to the agents for payment of your wages and, they say they have no funds?—Yes.

Did you ask them to telegraph to the owners to ask if you could be paid?—Yes. They said they would let me know later on.

Have you any reason to find fault with any of the crew?—None. Sir.

By Lieut. Keigwin—I last saw the Captain and carpenter as I left the ship. The Captain pulled us ashore, three men into a boat. Those men were more or less lame, brought about the arms and tools, but they were not incapable. All our own boats had been smashed up.

John George Gregg—I have a second mate's certificate of competency which I got in South Shields in October last. I joined the *Madras* in Shields. I gave the mate the information contained in the log book regarding what occurred while the mate was lying in his cabin. On the 12th, the wind was blowing with typhoon force from the N.E., a heavy sea washing fore and aft. I assisted the mate in putting the wheel chains in order on the night of the 13th. He was knocked insensible and I took him into the cabin. We saw no land until Sunday morning at a quarter past eight. At 5 a.m. on the 14th, the tide had moderated, and we put the ship before the wind, and hove to again at 8.30, with her head to the S.E. At 9 o'clock the wind shifted to the S.E. We then altered course to S. at 5.30. At 8 p.m. we took a cast of the lead and found 43 fathoms. At 8.15 steered S.W. We were then going about five knots. We sounded the walls at about five or six o'clock and found 10 inches of water in the forehold, two feet in No. 2 hold and dry in the afterhold. The Captain was on the bridge all this time. We tried the pumps and found they were choked. At 8.16 a.m. on the 15th the land was seen first by the third mate, about two points before the starboard beam, six points to the starboard bow. We found there were the Taichow Islands. We then started all hands hauling up water out of the holdholes, and the Captain steered the ship for the land, and sighted land got by the side. We were on deck when the ship struck. We had anchored before she struck at 1.15 p.m. in 5 fathoms of water. About ten minutes after that we left and went ahead. I don't know if we went ahead full speed. There was one ledaman in the chain when the vessel first anchored, and he was released later on. The ship struck at 2.15 on a sunken rock. There was nothing in sight where she struck. Land was about a mile off. I was on the forecastle head when the ship struck. The Captain was on the bridge. When she struck I saw the Captain go in the telegraph, but I don't know what orders he gave. There was a great crash and the ship rose up out of the water, and was brought up about amidships. The *Chintung* came in when we had been there an hour or so. She saw our signals of distress flying. The Chief mate of the *Chintung* came on board, and I heard him tell Captain Plenge that if he would send some to work it might be of service. Captain Plenge sent me and some of the crew of the *Madras* to the *Chintung*, and we got the lifeboat, and were coming back to the *Madras* when we met our chief mate on the way to the *Chintung*. He hailed me and said: "All hands have left the ship; it's no use going to the ship." I then returned to the *Chintung*. It was setting in dusk when I reached her. About an hour after I returned to the ship I saw rockets. The Captain of the *Chintung* then sent a boat back to the *Madras*, and I returned in her. Before we got to the *Madras* we took a Chinaman out of the water. On getting to the *Madras* we found she had sunk the top or her funnel being just awash. We took out of the starboard main rigging the third and third engineers, the steamman, one Chinaman. We did not go round the ship's rigging because there was no one there. It was dark, but if there had been anybody there we would have seen them or we would have heard them shouting. There was so much gear about, so that we were afraid of getting our boat stowed in. We tried to get back to the *Chintung*, but had to land on one of the islands and at daylight we were taken off.

Was there no suggestion as to what had become of Captain Plenge?—Did you have no conversation about him?—No. We thought he had landed on the islands.

There were you two mates and three engineers, all responsible people, and expected to feel an interest in knowing what had become of the Captain, and there were several others too; did none of you make any enquiry?—No. I understood that the third mate and some men had gone ashore in a sampan and landed on one of the islands, but there was no mention made of the Captain.

He was a Captain whom you all liked?—Yes, we all liked him.

By Lieut. Keigwin—I saw the Captain making the marks on the chart shown after the ship struck. The ship had gone four or five miles from the time the anchor

was lifted until she struck. She struck about a mile off the land. What were your soundings?—I did not hear them.

The Chief Officer—I heard 20 fathoms called just before she struck. The Captain of the *Chintung* has given the position where the vessel struck in the log book.

Witness' evidence was that he was about two knots from shore when the chief officer interpolated the statement that the second and third engineers saw the Captain washed off the deck.

John Harvel—I have a second engineer's certificate. I got it in North Shields in 1882. I joined the *Madras* in North Shields last October. I was second engineer of the *Madras* when she was wrecked. On the 15th, the pumps became choked from small coal. We did everything we could to clear the pumps and took off the pipes and tried to clear them. It was mentioned to the Captain that we wanted to get into smooth water to get the bilges cleaned. I was in the engine room when the ship struck. It was somewhere about 2.15 p.m. on the 15th. The engines were full speed astern and I knew the ship was on shore by hearing it strike, in my cabin. She struck at 2.15 p.m. on the 15th. I had to crawl out of my cabin as soon as she struck. I sat there until the steamer *Chintung* hove in sight and sent a boat off. The chief engineer said the *Chintung* came on board and said his watch had stopped by the time I saw Captain Plenge immediately afterwards and he had a sampan and pulled me into it. The ship was then slipping off the rock into deep water and going down head foremost. I was put on board the *Chintung*. Those taken on board the *Chintung* were fourteen Europeans (which included two mates, three engineers, nine seamen), and two Chinese seaman. I have no knowledge whatever as to what became of the Captain and carpenter. The carpenter's name is on the articles; he was a Swede. The Chinese all landed on the island. They are all here now. The Captain gave me all papers as I was leaving the ship. The Captain did not point out on the chart the place where the ship was. Of my own knowledge I don't know where it was. I believe the captain made the pencil marks on the chart; I did not see him do so. I did not save anything of my gear, none of the crew did. All the crew have wages due and, I think, I could make up their accounts if necessary.

You have applied to the agents for payment of your wages and, they say they have no funds?—Yes.

Did you ask them to telegraph to the owners to ask if you could be paid?—Yes. They said they would let me know later on.

Have you any reason to find fault with any of the crew?—None. Sir.

By Lieut. Keigwin—I last saw the Captain and carpenter as I left the ship. The Captain pulled us ashore, three men into a boat. Those men were more or less lame, brought about the arms and tools, but they were not incapable. All our own boats had been smashed up.

John George Gregg—I have a second mate's certificate of competency which I got in South Shields in October last. I joined the *Madras* in Shields. I gave the mate the information contained in the log book regarding what occurred while the mate was lying in his cabin. On the 12th, the wind was blowing with typhoon force from the N.E., a heavy sea washing fore and aft. I assisted the mate in putting the wheel chains in order on the night of the 13th. He was knocked insensible and I took him into the cabin. We saw no land until Sunday morning at a quarter past eight. At 5 a.m. on the 14th, the tide had moderated, and we put the ship before the wind, and hove to again at 8.30, with her head to the S.E. At 9 o'clock the wind shifted to the S.E. We then altered course to S. at 5.30. At 8 p.m. we took a cast of the lead and found 43 fathoms. At 8.15 steered S.W. We were then going about five knots. We sounded the walls at about five or six o'clock and found 10 inches of water in the forehold, two feet in No. 2 hold and dry in the afterhold. The Captain was on the bridge all this time. We tried the pumps and found they were choked. At 8.16 a.m. on the 15th the land was seen first by the third mate, about two points before the starboard beam, six points to the starboard bow. We found there were the Taichow Islands. We then started all hands hauling up water out of the holdholes, and the Captain steered the ship for the land, and sighted land got by the side. We were on deck when the ship struck. We had anchored before she struck at 1.15 p.m. in 5 fathoms of water. About ten minutes after that we left and went ahead. I don't know if we went ahead full speed. There was one ledaman in the chain when the vessel first anchored, and he was released later on. The ship struck at 2.15 on a sunken rock. There was nothing in sight where she struck. Land was about a mile off. I was on the forecastle head when the ship struck. The Captain was on the bridge. When she struck I saw the Captain go in the telegraph, but I don't know what orders he gave. There was a great crash and the ship rose up out of the water, and was brought up about amidships. The *Chintung* came in when we had been there an hour or so. She saw our signals of distress flying. The Chief mate of the *Chintung* came on board, and I heard him tell Captain Plenge that if he would send some to work it might be of service. Captain Plenge sent me and some of the crew of the *Madras* to the *Chintung*, and we got the lifeboat, and were coming back to the *Madras* when we met our chief mate on the way to the *Chintung*. He hailed me and said: "All hands have left the ship; it's no use going to the ship." I then returned to the *Chintung*. It was setting in dusk when I reached her. About an hour after I returned to the ship I saw rockets. The Captain of the *Chintung* then sent a boat back to the *Madras*, and I returned in her. Before we got to the *Madras* we took a Chinaman out of the water. On getting to the *Madras* we found she had sunk the top or her funnel being just awash. We took out of the starboard main rigging the third and third engineers, the steamman, one Chinaman. We did not go round the ship's rigging because there was no one there. It was dark, but if there had been anybody there we would have seen them or we would have heard them shouting. There was so much gear about, so that we were afraid of getting our boat stowed in. We tried to get back to the *Chintung*, but had to land on one of the islands and at daylight we were taken off.

Was there no suggestion as to what had become of Captain Plenge?—Did you have no conversation about him?—No. We thought he had landed on the islands.

There were you two mates and three engineers, all responsible people, and expected to feel an interest in knowing what had become of the Captain, and there were several others too; did none of you make any enquiry?—No. I understood that the third mate and some men had gone ashore in a sampan and landed on one of the islands, but there was no mention made of the Captain.

He was a Captain whom you all liked?—Yes, we all liked him.

By Lieut. Keigwin—I saw the Captain making the marks on the chart shown after the ship struck. The ship had gone four or five miles from the time the anchor

### THE TROUBLES IN CHUNGKING.

(From the *Shen Pao* of August 24th, 1886.)

Our correspondent at Ichang reports receiving a letter from a friend in Szechuan, who is well acquainted with the circumstances of the misunderstanding between the people and the converts at Chungking.

After the outbreak, the town was garrisoned by the local train-bands to prevent further disorder, and this militia was not sufficiently strong enough to guard every point, so there were further incidents resulting in several deaths and much destruction of property. The foreign merchants now agree to retire from the narrow street where they had established themselves, and those who the Chungking people set so much store by, as well as the officials, have been compelled to leave the city.

8.—With respect to the deterrent effect of imprisonment, this Commission has no objection to penal servitude which may have been convicted of simple larceny after previous conviction for the same offence, and have been so sentenced as a long imprisonment was the only punishment left to secure the public from further depredation.

9.—With respect to the deterrent effect of imprisonment, this Commission has no objection to penal servitude which may have been convicted of simple larceny after previous conviction for the same offence, and have been so sentenced as a long imprisonment was the only punishment left to secure the public from further depredation.

10.—Space would thus be obtained to adapt gradually nearly the whole of the population to the separate system, which would be carried out as soon as possible.

11.—The present gaol would then be sufficient for all ordinary wants, and the measures which they suggest would give within a very short period the relief so much needed, whereas if the alternative measure, viz., the building of a new gaol, be adopted, it would take at least two or three years to build, and in the meantime the present state of things would continue.

12.—Moreover, the Commission are unanimous of opinion that, even if there was no ample accommodation, the gaol of Chungking would be spared the infliction of whipping for the offence above mentioned.

13.—On the question of punishment the Commission have considered the legislation as to whipping.

14.—The law which at present regulates whipping is Ordinance 3 of 1881. It regulates the Ordinances or Sections of Ordinances hereinafter mentioned and provides whipping with a rattan when any offender has been convicted of a crime punishable under Section 19 of Ordinance 4 of 1865 or under Section 31 of Ordinance 7 of 1865.

15.—Section 19 of 1865 punishes any one attempting to choke, strangle, or suffocate any other person or who by means calculated to choke, suffocate, or strangle shall attempt to render any one unconscious or incapable of resistance, and Section 31 of Ordinance 7 of 1865 punishes robbery with violence.

16.—The only other case in which whipping is at present allowed is under Section 8 of Ordinance 16 of 1876, which permits a Police magistrate to inflict whipping on any male offender whose age appears to him not to exceed 16 years when such offender has been convicted of larceny or any offence committed by him.

17.—The Report is that certain recommendations are made unanimously by the other members of the Committee. The Report is introduced by a covering letter from the Acting Attorney General (Hon. E. J. Ackroyd), Chairman of the Commission, to the Acting Colonial Secretary, in which he says:—

"In the Report it is stated that certain recommendations are made unanimously by the other members of the Committee. The Report is introduced by a covering letter from the Acting Attorney General (Hon. E. J. Ackroyd), Chairman of the Commission, to the Acting Colonial Secretary, in which he says:—

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